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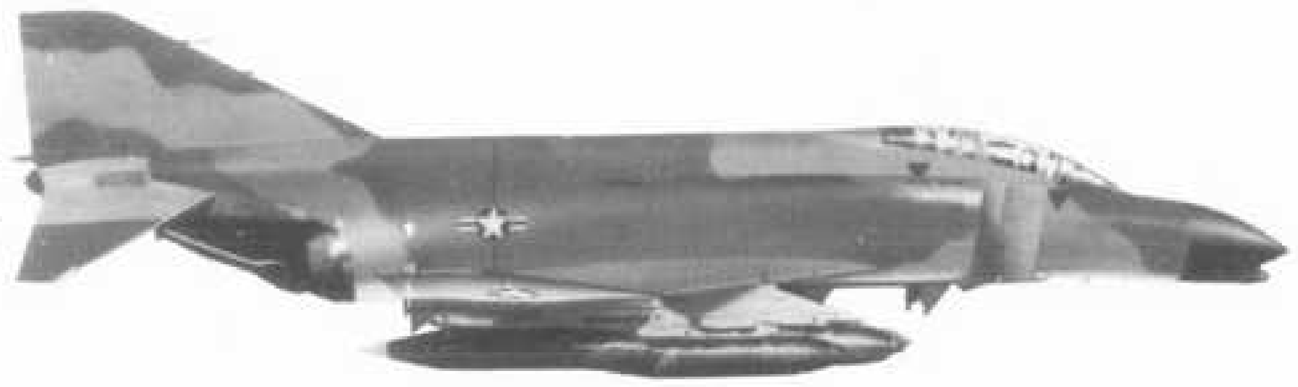
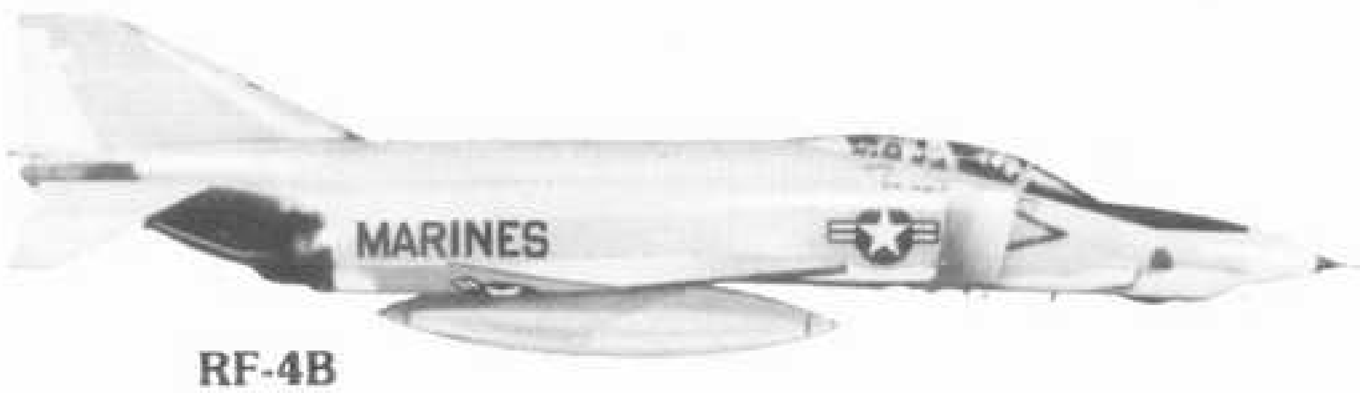
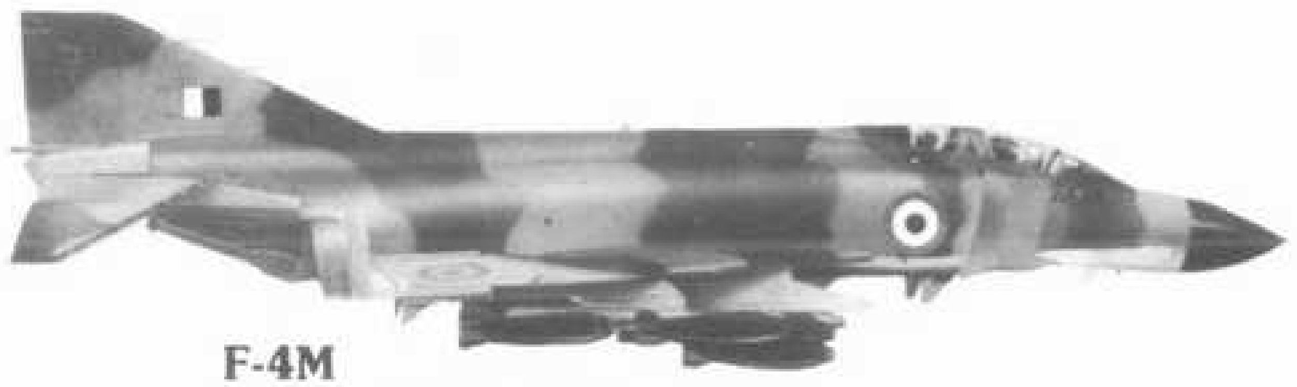


F-4C
USAF - SPAIN

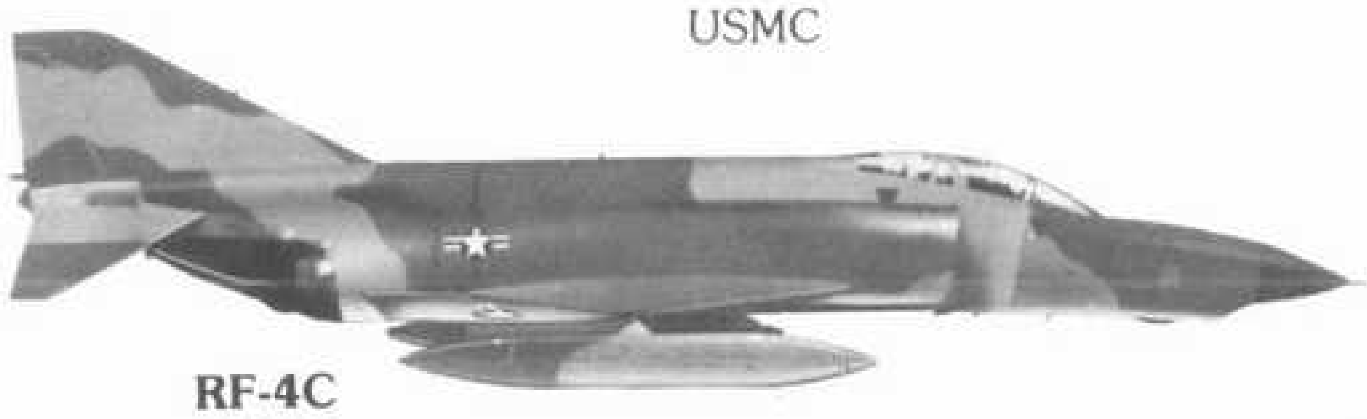


RF-4B
USMC

F-4A and B
USN - USMC



F-4M
UNITED KINGDOM



RF-4C
USAF

F-4J
USN - USMC

F-4 PHANTOM

The two-seat, twin-jet, all-weather, supersonic F-4 Phantom is a versatile multiple-mission air superiority fighter, fighter bomber, advanced interceptor, ground support, tactical strike, and reconnaissance aircraft.

It serves with the U.S. Navy, Marine Corps, and Air Force, as well as many foreign air forces. For five years it was flown by the U.S. Navy Blue Angels Flight Demonstration Team and the U.S. Air Force Thunderbirds Air Demonstration Squadron.

The Phantom was designed for growth. Each new model incorporated improvements in materials, processes, and manufacturing to reduce costs, save weight and space, and improve reliability and survivability. State of the art advances in fighter technology continually improved its structural integrity, electronics, maneuverability, and combat capability.

The last of 5,057 F-4s produced in St. Louis was delivered to the U.S. Air Force in October 1979.

MCDONNELL DOUGLAS

length: 58.3 ft. (17.77m) and 62.9 ft. (19.18m)

height: 16.3 ft. (4.97m)

wing span: 38.4 ft. (11.71m)

propulsion: two General Electric J79-GE engines (RN-RAF, Rolls Royce Spey engines)

weight: about 44,000 lbs. (19,958kg)

speed: Mach 2 plus

service ceiling: over 60,000 ft. (18,293m)

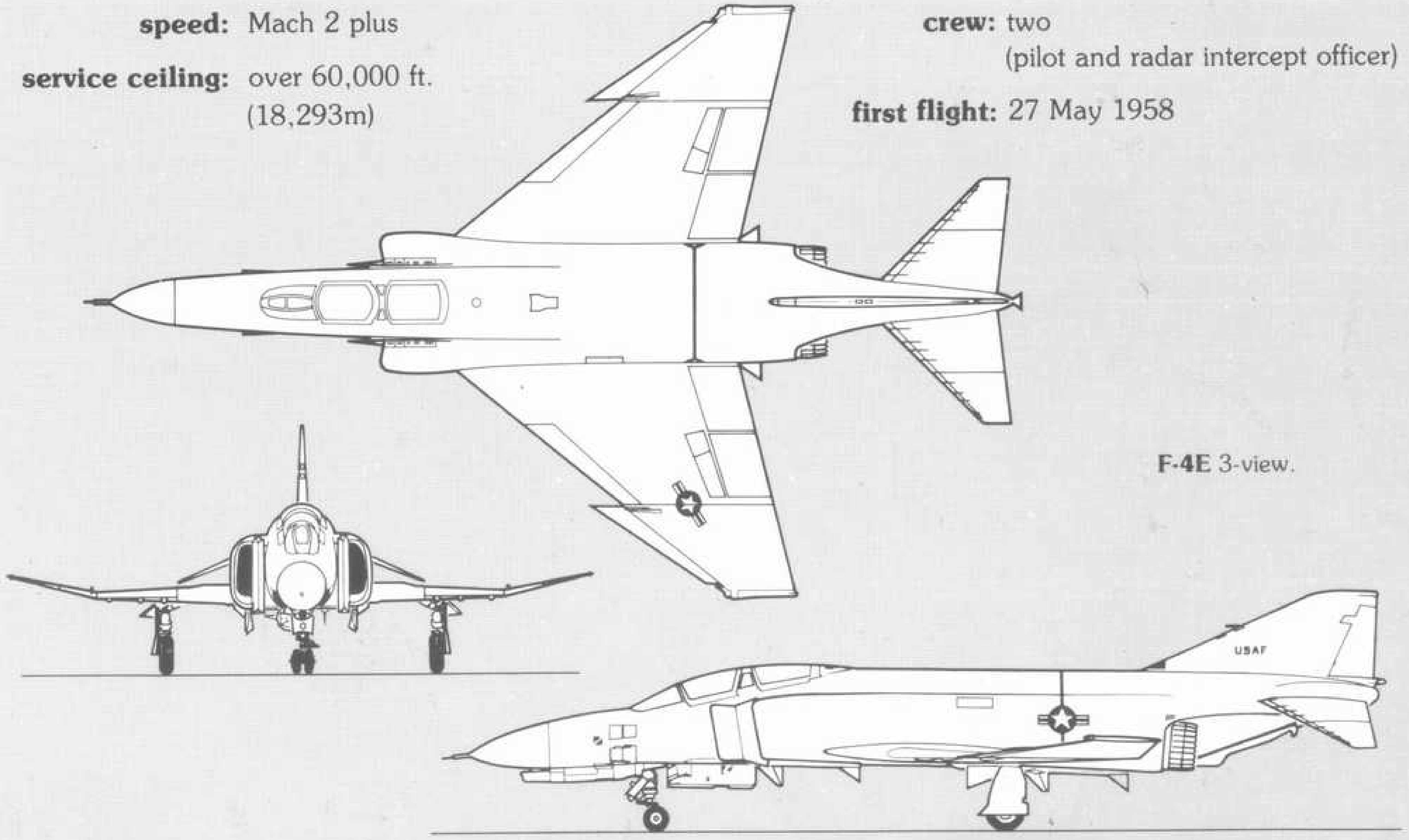
armament:

interceptor six Sparrow III, or four infrared heatseeking Sidewinder and four Sparrow III missiles.

attack up to 16,000 lbs. (7,258kg) of bombs, rockets, missiles, guns, or nuclear strike weapons, in addition to Sparrow III armament.

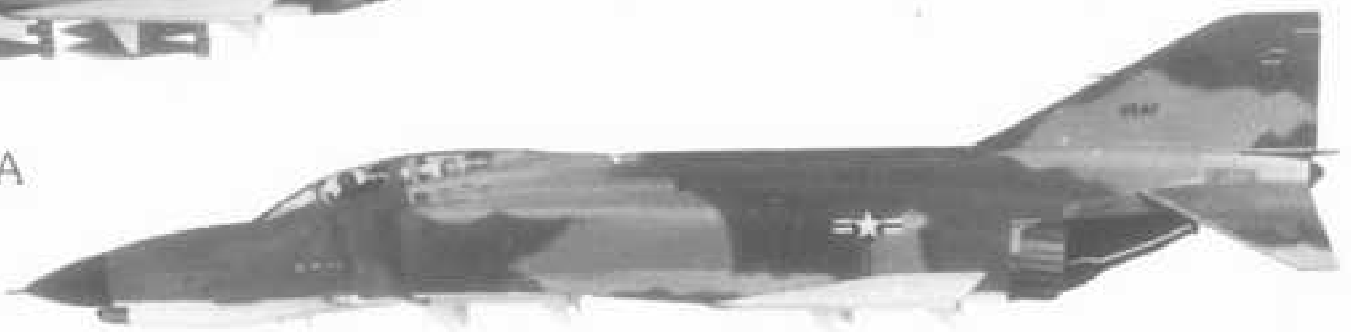
crew: two (pilot and radar intercept officer)

first flight: 27 May 1958



F-4E 3-view.

F-4D
USAF - IRAN - KOREA



F-4E
USAF - EGYPT - GREECE -
IRAN - ISRAEL - JAPAN -
KOREA - TURKEY

RF-4E GERMANY - GREECE -
IRAN - ISRAEL -
JAPAN - TURKEY

F-4F
GERMANY

F-4K
UNITED KINGDOM

AF 78 091
AF 78 098

USAF F-15 EAGLE

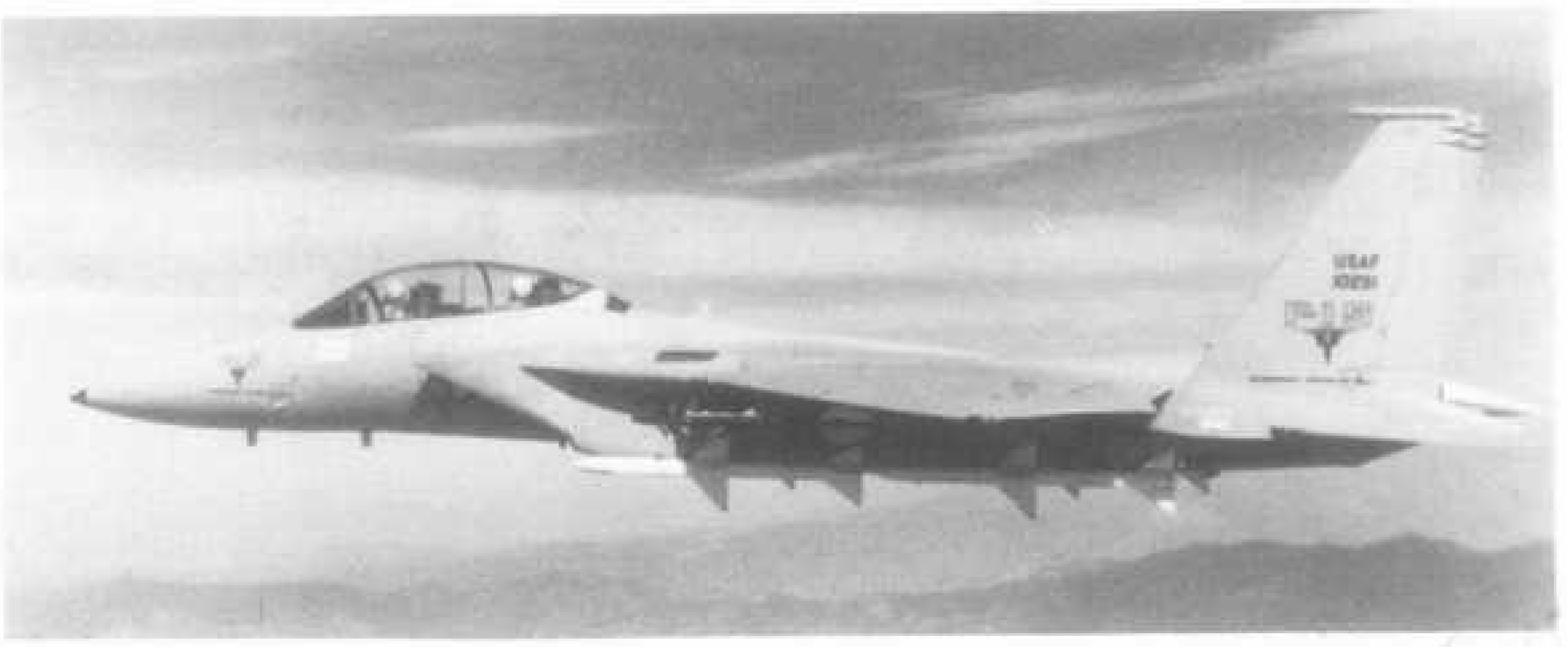
The F-15, designed to outperform and outfight any enemy fighter aircraft in the foreseeable future, is a single-place, fixed wing, Mach 2.5 class, twin-engine aircraft whose primary mission is air superiority, but which also possesses excellent air-to-ground weapon delivery capability. The F-15 combines the most advanced fire control system with three air-to-air weapons for optimum combat efficiency, and is capable of carrying conventional ordnance on multiple racks without off-loading any of its air-to-air missiles.

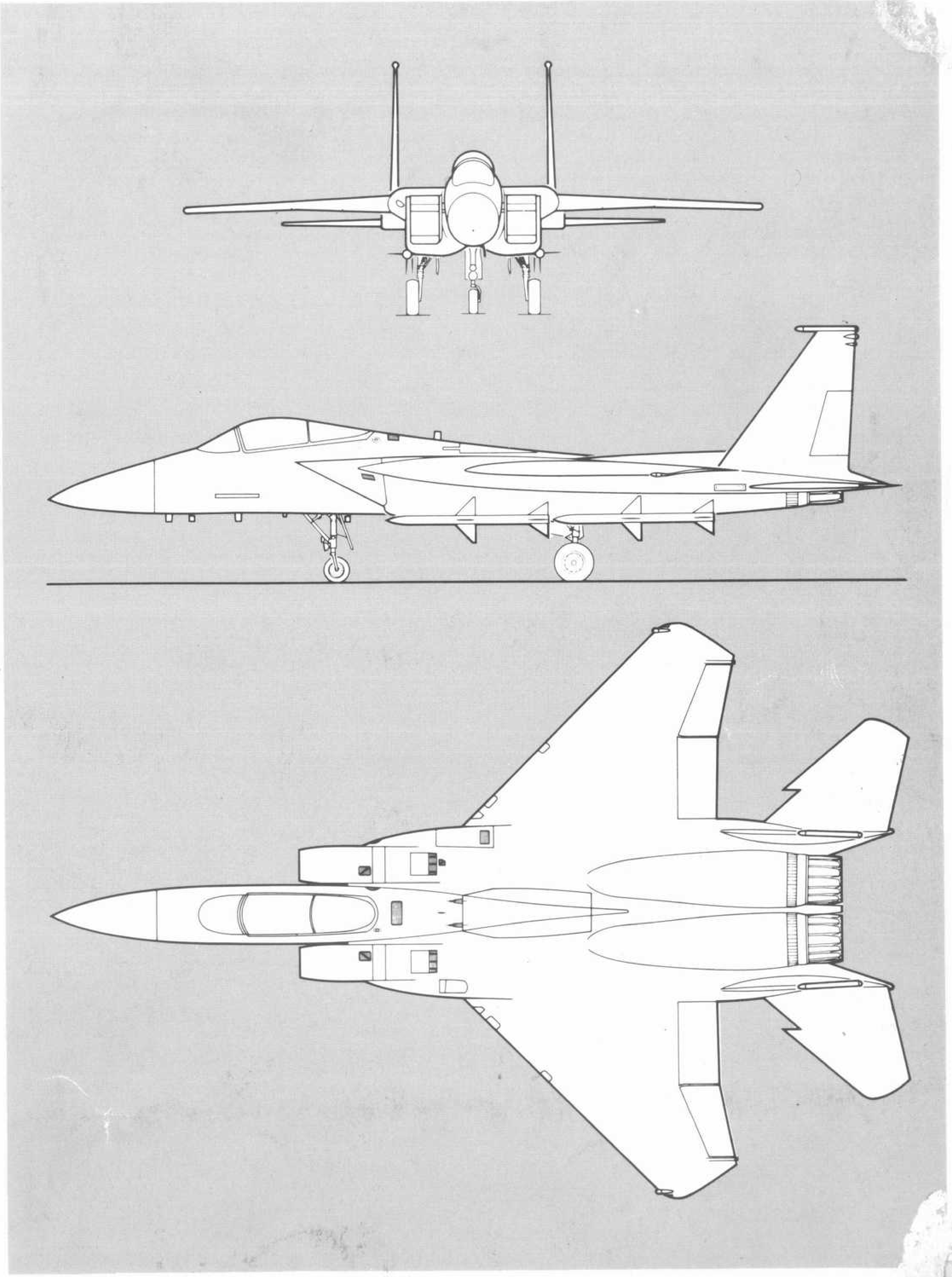
A low wing loading and an excellent thrust-to-weight ratio provide the F-15 with unprecedented maneuverability. Combined with an advanced electronic system to sort out and identify targets and to evade enemy defenses, these features enable the F-15 to find, identify, engage, and destroy any aircraft expected to be a threat through the 1980s.

The F-15 is being improved continuously through technological advances, and several nations in addition to the United States have chosen it to defend their airspace.

length:	63.8 ft. (19.45 m)
height:	18.5 ft. (5.64 m)
wing span:	42.8 ft. (13.05 m)
propulsion:	two P&W F-100 turbofan engines in the 25,000 lb. (11,340 kg) thrust class with afterburners make the F-15 the first U.S. fighter aircraft with thrust-to-weight ratio greater than one-to-one.
weight:	40,000 lb. (18,144 kg) class
speed:	Mach 2.5 class
armament:	mix of air-to-air weaponry including a new high firing-rate cannon and four medium and four short range missiles. Air-to-ground ordnance up to 15,000 lbs. (6,804 kg).
crew:	one
first flight:	27 July 1972

The Eagle is also being produced in a two-seat training version, which made its first flight on 7 July 1973.





08
VW

F/A-18 *HORNET*

The F/A-18 ***Hornet*** is a high performance tactical airplane that can operate from either aircraft carriers or land bases. It is a single-seat, twin-engine aircraft which can undertake fighter, attack and reconnaissance missions. Two-seat ***Hornets*** are produced for pilot training and support roles.

The excellent reliability and quality workmanship of the ***Hornet*** mean less maintenance, repairs and servicing, fewer spare parts to keep on hand, reduced costs and an aircraft ready to fly when duty calls. An onboard auxiliary power unit allows for self-starting and systems testing. McDonnell Douglas Corporation is the prime contractor for the F/A-18, and Northrop Corporation is the principal subcontractor.

The ***Hornet's*** advanced systems and multi-role performance make it superior to the F-4 Phantom II and A-7 Corsair which it replaces in U.S. naval and marine arsenals.

Dimensions:
Length: 56 ft. (17.1 m)
Height: 15.2 ft. (4.6 m)
Wingspan: 40.7 ft. (12.4 m)

Speed:
Mach 1.8-plus

Propulsion:
Two, low-bypass F404-GE-400 engines, each in the 16,000-pound (7,200 kg) thrust class. Combat thrust-to-weight ratio is greater than one-to-one.

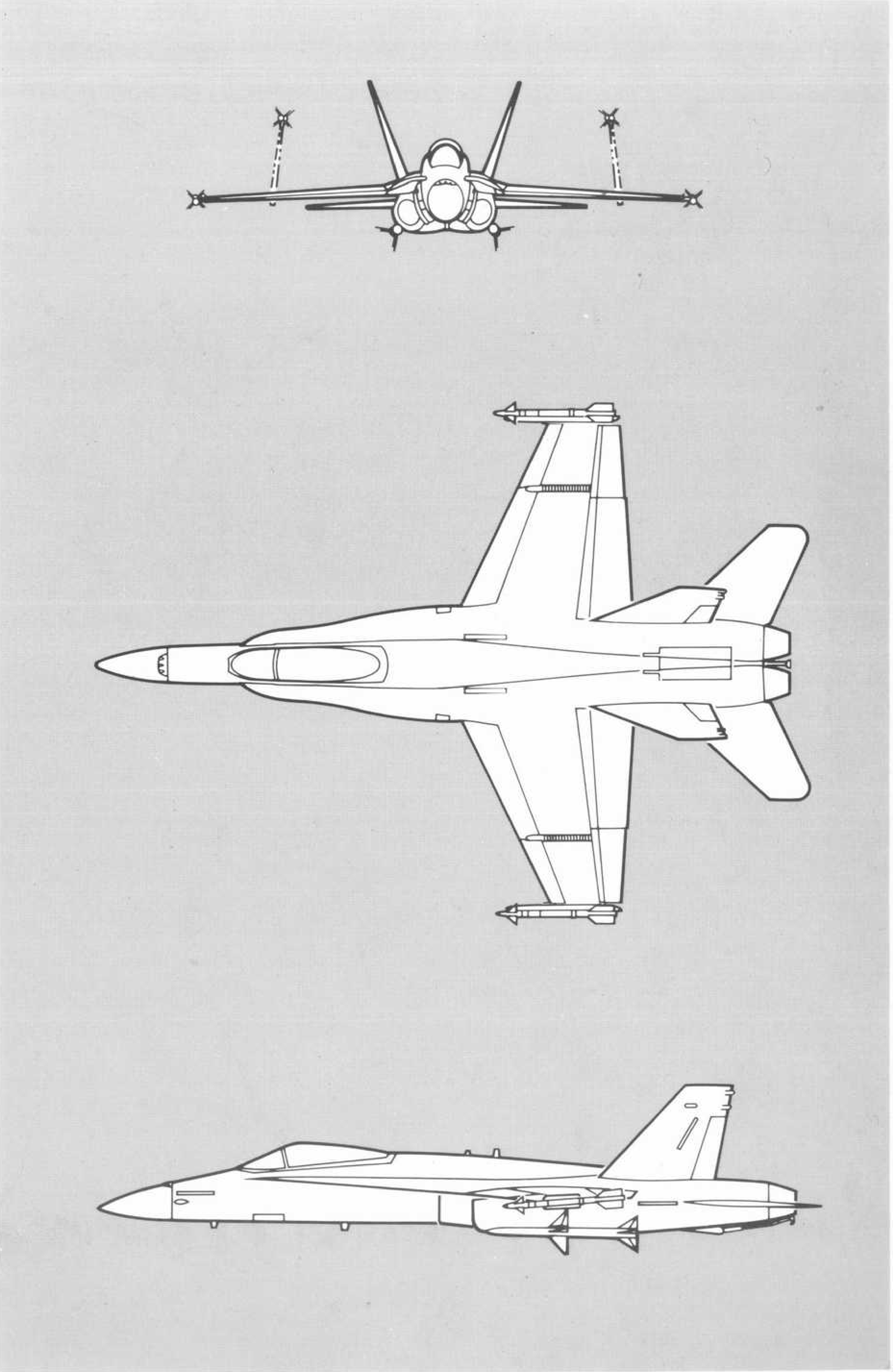
Range:
The *Hornet* can ferry more than 2,000 nautical miles (3,700 km) without refueling. Its combat radius is more than 400 nautical miles (740 km) using only internal fuel and carrying a full complement of air-to-air missiles. On the interdiction mission, the *Hornet* has a radius exceeding 550 nautical miles (1,000 km). The F/A-18 can refuel inflight and can carry three external fuel tanks.

Combat Ceiling:
Approximately 50,000 ft. (15,250 m)

Armament:
The *Hornet* can carry more than 17,000 pounds (7,700 kg) of external load. It has an all-weather air-to-air radar and a control system for accurate delivery of conventional or guided weapons, Sparrows or Sidewinders. There are two inboard wing stations for fuel tanks or air-to-ground weapons, two nacelle fuselage stations for Sparrows or sensor pods, and one centerline station for fuel or air-to-ground weapons. The internal M61 20-mm gun is mounted in the nose.

Crew:
F/A-18 - one
TF/A-18 (trainer) - two

First Flight: November 18, 1978



Night
Attack

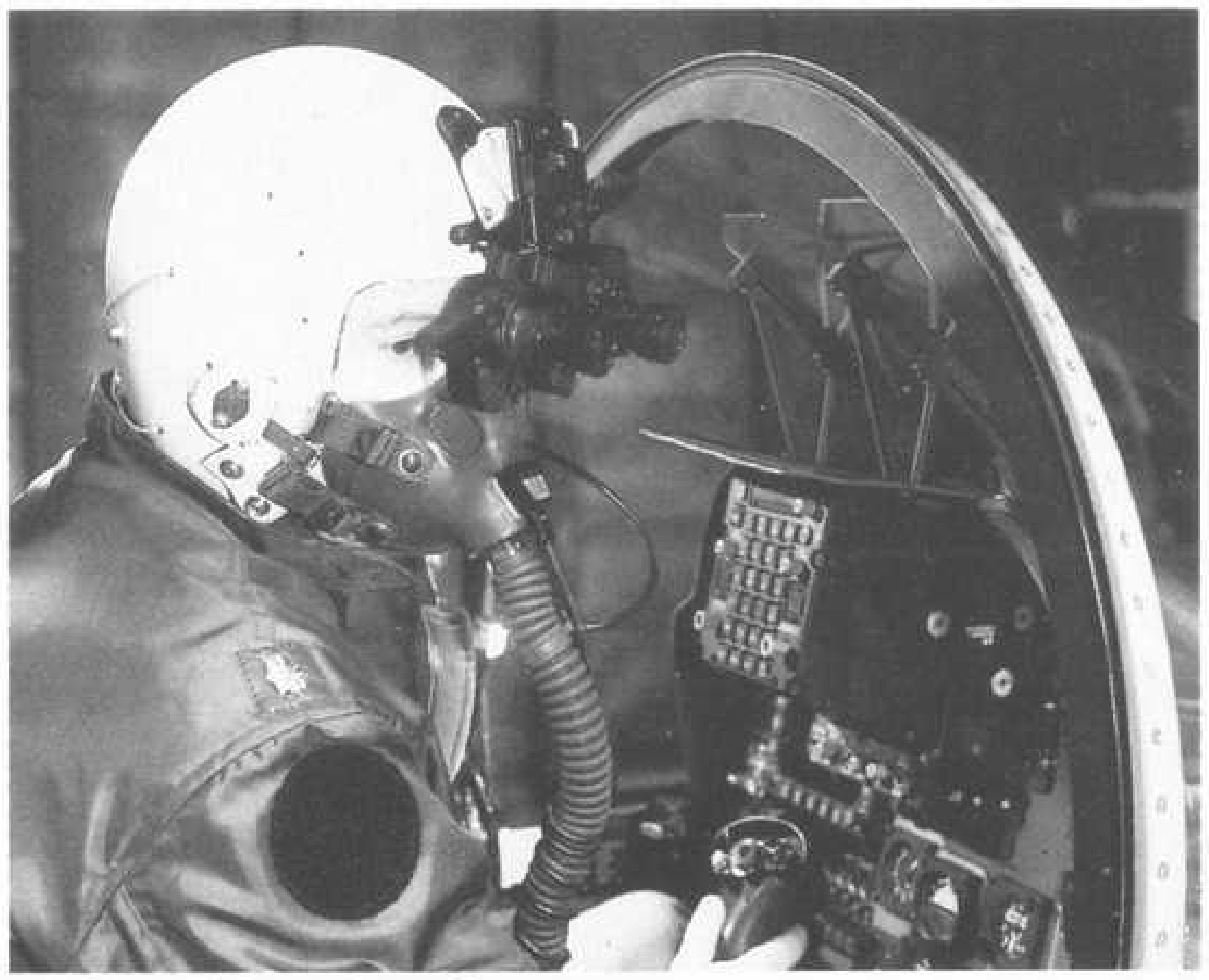
AV-8B
NIGHT ATTACK

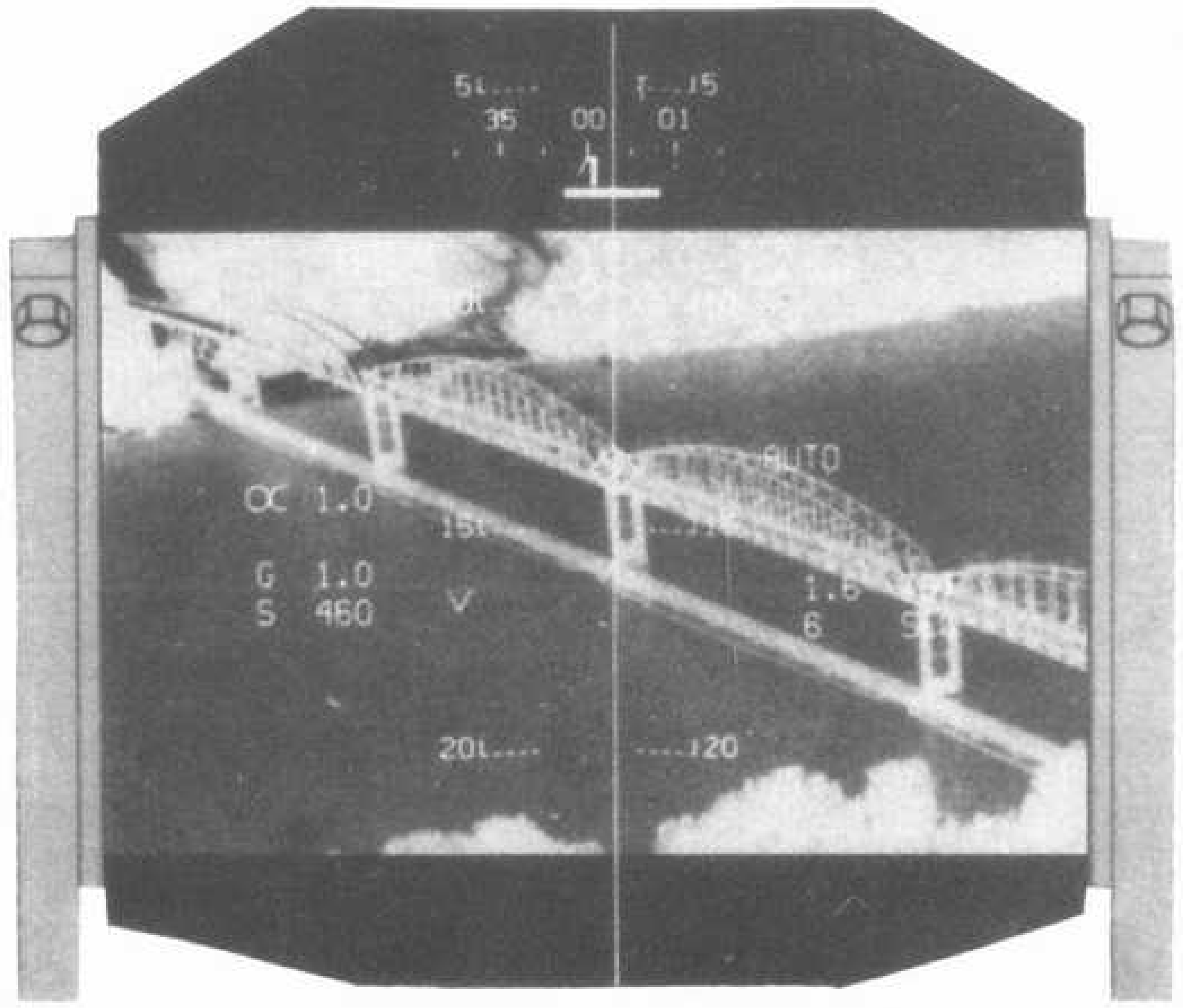
MCDONNELL DOUGLAS

The only vertical/short takeoff and landing attack jet being produced in the free world, the AV-8B, is built by McDonnell Douglas and British Aerospace. It has proven to be an overwhelming success as the Corps' main close air support jet.

The Harrier II now has sensors that allow it to perform its mission at night. This new capability will allow the Marine Corps to provide around-the-clock close air support for ground troops. All production AV-8Bs will be equipped with the night attack features beginning in late 1989.

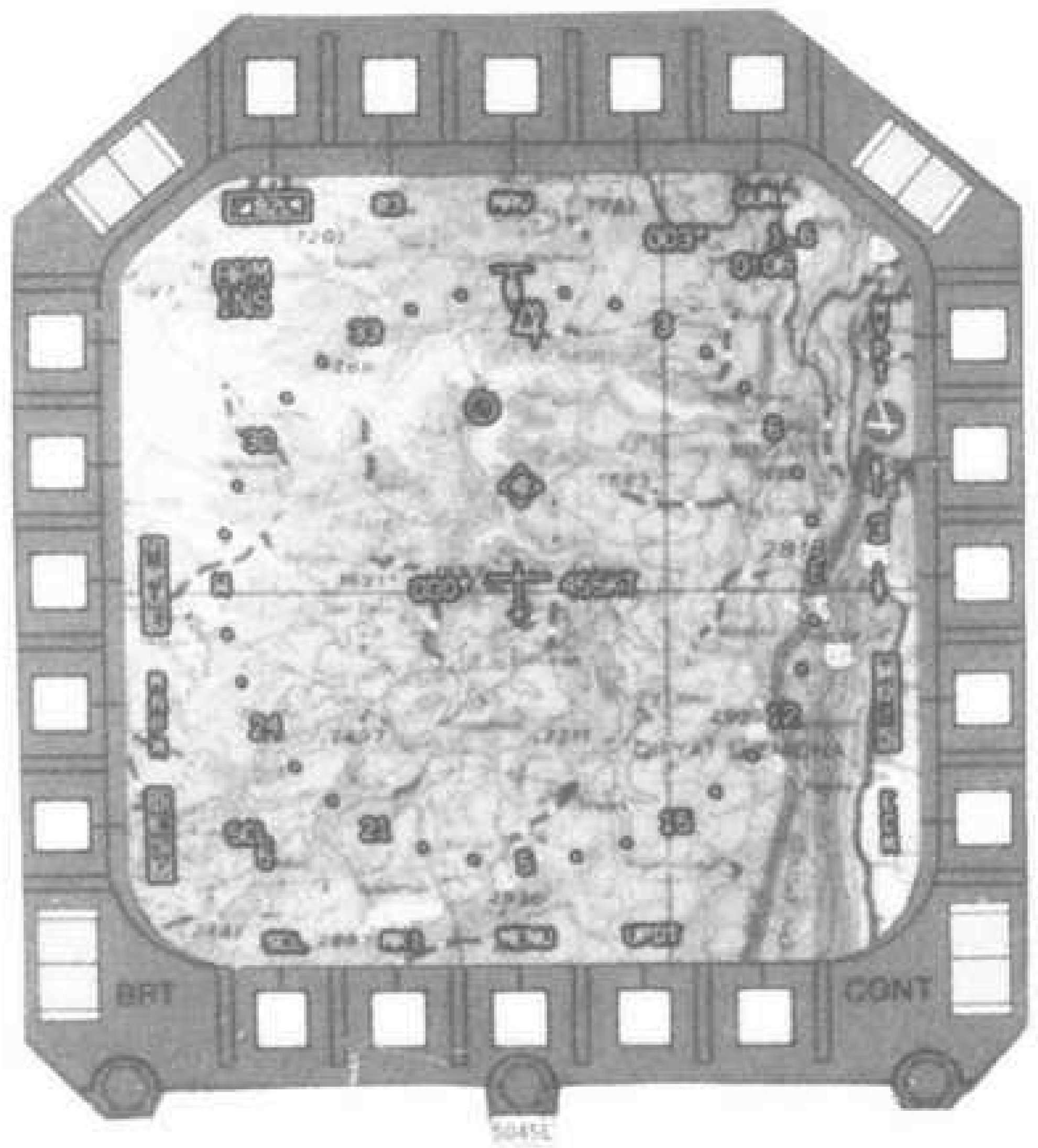
Several new systems including a forward-looking infrared sensor, a color digital moving map, special cockpit lighting and night vision goggles have been integrated with current AV-8B systems for night missions.


Night Vision Goggles

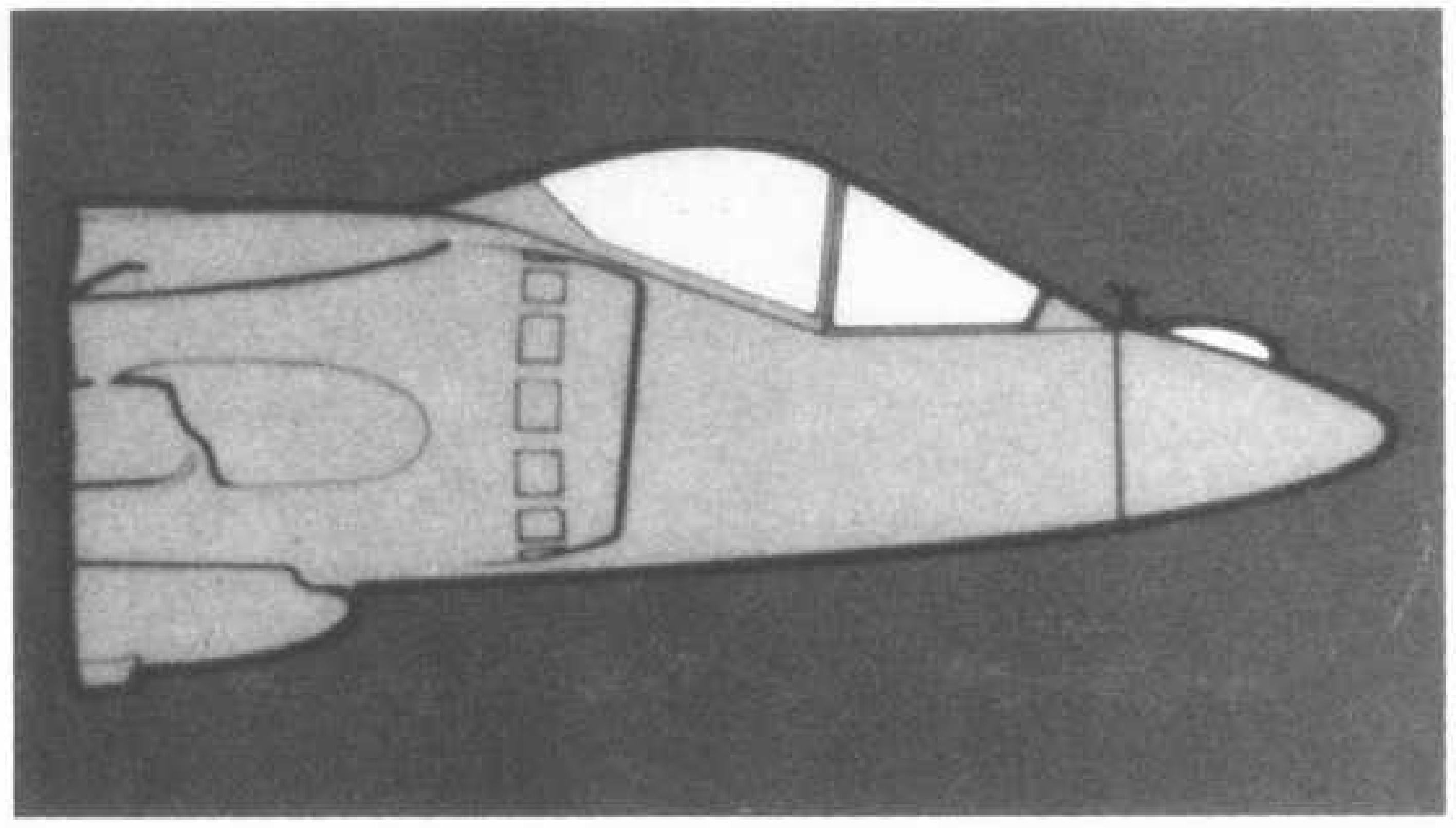


Video Head-Up Display With 20° Azimuth Field-of-View

Power Plant:	Rolls Royce Vectored Thrust Pegasus II Turbofan
Max Thrust:	21,180 lb (94.2 kN)
Length:	46.3 ft (14.1 M)
Wing Span:	30.3 ft (9.2 M)
Height:	11.6 ft (3.5 M)
Weight:	Up to 31,000 lb (14,091 kg)



New Technology Digital Moving Map (Color Display)


Forward Looking Infrared With Fixed Field-of-View Target Cuing

DC-10
SERIES 20
N141US
MCDONNELL DOUGLAS DC-10

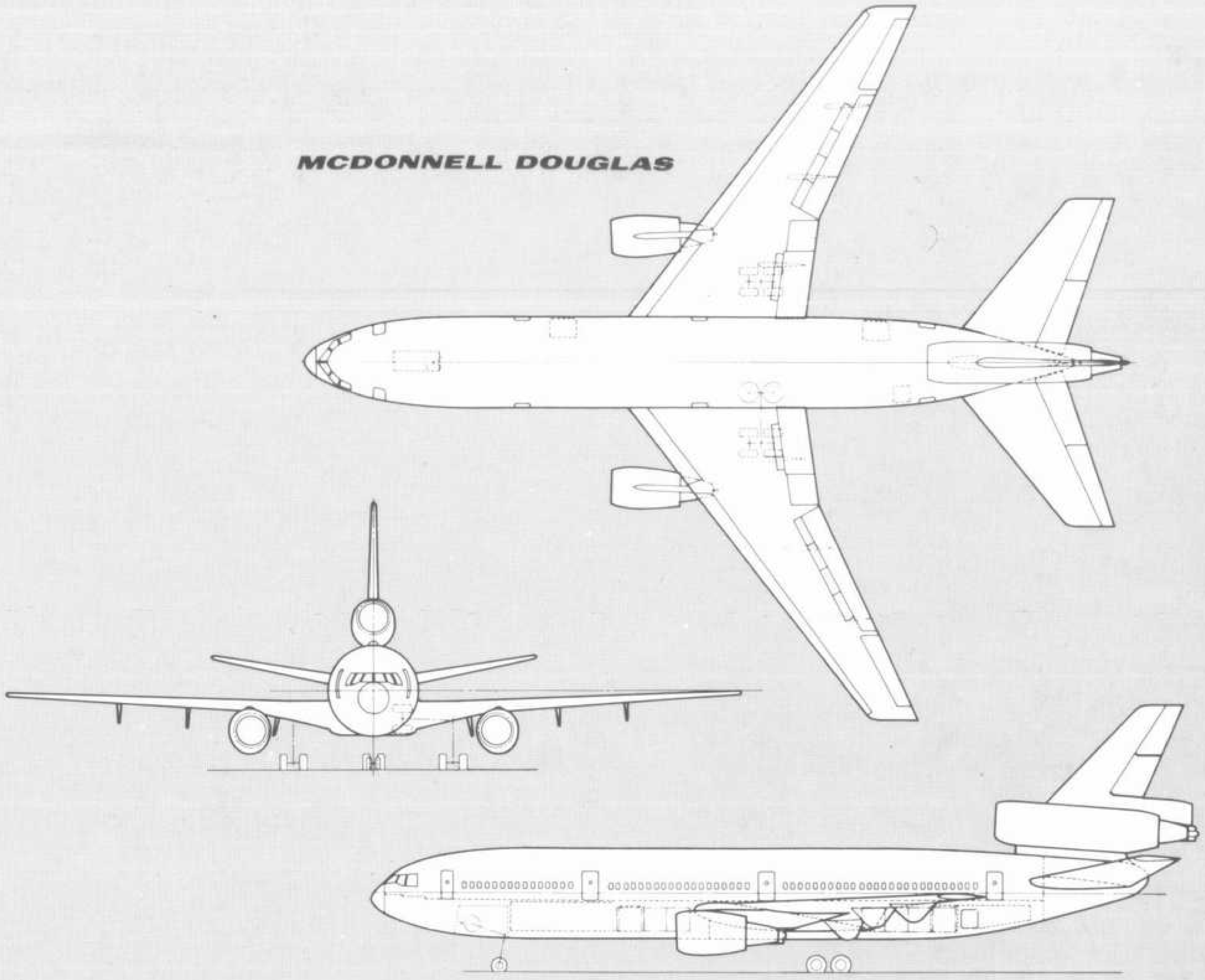
The DC-10 Family

The DC-10 is a multi-range trijet transport designed to answer airline needs in the 1980s and beyond. It can carry up to 380 passengers in four commercial versions for economical operations on route segments from 300 to more than 6,000 statute miles (483 to 9,656 km). Convertible freighter and all-freighter DC-10 configurations are also available.

The DC-10 is powered by advanced technology, high bypass ratio, turbofan engines, which reduce engine noise significantly, and emit no visible smoke. Features include high-lift wing devices and a fully automatic landing system for all-weather operation. It is capable of operation from relatively small airports such as New York's La Guardia with a full load bound for Chicago, or from larger airports such as Kennedy International in New York with a full load on non-stop transcontinental or intercontinental flights.

The DC-10's spacious 19-foot (5.79 m) diameter fuselage provides luxurious passenger comforts far exceeding those of any first generation jetliner. Two aisles run the length of the cabin. Gourmet meals may be prepared in a lower-deck galley and lifted to the passenger cabin by two electric elevators for serving, or served from galleys on the main deck, to free below-deck space for additional cargo transport.

The DC-10 began operational service in August 1971. The DC-10 fleet serves 220 cities, 108 countries worldwide, and averages more than 880 flights and 150,000 passengers daily.



DC-10	**Series 10**	**Series 15**	**Series 30**	**Series 40**
length:	182.3 ft. (55.58 m)	180.7 ft. (55.08 m)	181.6 ft. (55.37 m)	182.3 ft. (55.58 m)
height:	58.1 ft. (17.71 m)	58.1 ft. (17.71 m)	58.1 ft. (17.71 m)	58.1 ft. (17.71 m)
wing span:	155.3 ft. (47.35 m)	155.3 ft. (47.35 m)	165.3 ft. (50.40 m)	165.3 ft. (50.40 m)
engines:	3 GE CF6-6D 40,000 lbs. (18,144 kg) thrust each	3 GE CF6-50C2F 46,500 lbs. (21,092 kg) thrust each	3 GE CF6-50C2 52,500 lbs. (23,814 kg) thrust each	3 P&W JT9D-20W 49,400 lbs. (22,408 kg) thrust each (or) 3 P&W JT9D-59A 53,000 lbs. (24,041 kg) thrust each
cruise speed:	600 mph (966 km/hr.)	600 mph (966 km/hr.)	600 mph (966 km/hr.)	600 mph (966 km/hr.)
range:	3,800 st. mi. (6,116 km)	4,350 st. mi. (7,000 km)	5,860 st. mi. (9,431 km)	5,350 st. mi. (8,610 km) (or) 5,750 st. mi. (9,254 km)
passenger capacity:	255-380	255-380	255-380	255-380
first flight:	29 August 1970	8 January 1981	21 June 1972	28 February 1972
first airline delivery:	American & United 29 July 1971	Mexicana 15 June 1981	Swissair & KLM Royal Dutch 21 November 1972	Northwest Orient 10 November 1972

MCDONNELL DOUGLAS
P.O. Box 516, Saint Louis, MO 63166-0516

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